Vol. XI JANUARY, 1900 No. 1

THE

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CONTENTS

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THE

National Geographic Magazine

AN ILLUSTRATED MONTHLY

The list of contributors to the NATIONAL GEOGRAPHIC MAGAZINE includes nearly every United States citizen whose name has become identified with Arctic exploration, the Bering Sea controversy, the Alaska and Venezuela boundary disputes, or the new commercial and political questions arising from the acquisition of the Philippines.

The following articles will appear in the Magazine within the next few months:

"Russia," by President Edwin A. Grosvenor of Amherst College, Massachusetts.

"The Venezuelan Boundary," by Mr Marcus Baker of the Venezuelan Commission.

"British South Africa and the Transvaal," by Col. F. S. Hilder, Bureau of American Ethnology.

"The Characteristics of the Filipinos," by Hon. Dean C. Worcester of the Philippine Commission.

"Explorations in the Yangtse-Kiang, China," by Mr Wm. Barclay Parsons, C. E., surveyor of the railway route through the Yangtse-Kiang Valley.

"Patagonia," by Mr J. B. Hatcher of Princeton University, who has passed the principal part of the last four years in the exploration of this little-known region.

The index for volume X, 1899, will accompany the February number.

THE

NATIONAL GEOGRAPHIC MAGAZINE

VOL. XI JANUARY, 1900 NO. 1

THE PHILIPPINE ISLANDS AND THEIR ENVIRONMENT*

By HON. JOHN BARRETT,

Late United States Minister to Siam

In accepting the invitation of the National Geographic Society, I am not unmindful of the honor conferred or of the responsibility resting upon me to tell the truth about a portion of the world which has such an important bearing now upon our national welfare. It will be my simple purpose to consider within the limits of time at our disposal the Philippine Islands as seen and known by me in times both of peace and war, including such description of their environment or of neighboring countries as will best indicate the commercial and strategic value of their location. This discussion will be no effort at oratory or rhetoric, but an honest endeavor to tell you what I learned with unprejudiced eyes.

The invitation to speak under the distinguished auspices of the National Geographic Society suggested that the treatment of the subject should particularly include the material and geographical features of the Philippines and their environment. It would not be wise, therefore, to enter upon any extended argument of the moral problems involved in our occupation of the islands, although they are important, except inasmuch as they are interwoven with our political status in the Pacific, which in turn is closely associated with commercial and geographical considerations.

During five years' residence in the far East, four of which it was my honor to be the United States minister to Siam, it was also my privilege to travel not only well over Siam, which today is making more progress than any other Asiatic land except Japan, but also, in

* A lecture delivered before the National Geographic Society, December 8, 1899.

greater or less degree, through China, Korea, Siberia, and Japan on the north and Burma, the Malay Peninsula, Cambodia, Java, Borneo, and the Philippines on the south, going first to the latter without any thought of their ever coming under the American flag.

An extended trip through the Philippines some years ago, in times of peace, and a protracted stay again later, in times of war and insurrection, from May, 1898, to April, 1899, will, I trust, enable me to bring forward a few facts that will be of interest.

IMPORTANCE OF LOCATION

First let us consider the location of the Philippines and of Manila. The great importance of this point is too often overlooked in the discussion of the islands, though nothing can have a more direct bearing on their practical value to the United States. We have often thought of the Philippines in a general way with reference to the far East, and we perhaps have read extensively about their resources, physical characteristics, and people, but we have not given sufficient attention to the remarkable position which they occupy in relation to other lands.

The map of trans-Pacific countries is a most fascinating study. What it reveals is a series of impressive facts. From Melbourne, in Australia, on the south, to Vladivostok, on the north, is a magnificent coast line which reaches away for eight or nine thousand miles, and upon which dotteth over five hundred millions of people. Without consulting the map, we do not always remember how closely connected Australia is with the continent of Asia. This coast line, of which the Philippines are one of the chief outposts, is only broken here and there by very narrow straits, while everywhere it is indented with harbors and bays, upon which, especially in Asia, there are located great cities or commercial entrepôts. As we travel up and down from Australia to Japan we find that the Philippines are the very ideal center of all these lands that face the Pacific. The more one studies the far East the more is he impressed with the importance of this location with reference particularly to control of the commerce and politics of the future. Already the foreign trade of Asia, the East Indies, and Australasia amounts to the grand total of two billion dollars, of which the United States at the present time has a small proportion. That trade, although large in itself, is small in view of the total population of that part of the world, and is yet in the infancy of its development and possibilities. If it is two billion dollars now, it will surely go on within the near future to three or four bil-

lion dollars, of which America should eventually have the controlling share if she will hold the great advantage which she now possesses by the occupation of the Philippines, where she can have a distributing and receiving point to come in close contact with those millions of people and of commerce.

I contend that Manila occupies a position of immeasurable opportunity in comparison with the other great ports or cities of the Asian and Australian coast line. That you may obtain a concrete idea of what I mean, let me picture how Manila stands with reference to neighboring points. Let us draw a circle on a radius of two thousand miles, with Manila as the center. As we swing it around we find that this charmed circle takes in such distantly separated points as Yokohama, Vladivostok, and Tientsin on the north and Port Darwin, in Australia, and Batavia, in Java, on the south. It reaches east to include Guam and the Carolines and west to include Bangkok, in Siam, and Rangoon, in Burma. A similar circle drawn around any other port does not include so many important points. I would not imply that Manila will ever take the place of Hongkong, Shanghai, or Singapore, or even equal them in the race for commercial and political supremacy, because they already have a wonderful start; but there is abundant reason why Manila should become a great trade center to divide their business, and at least be the chief point through which America shall carry on her growing transactions with Asia's millions. It must be remembered that we have only recently entered this vast arena with any prospects of being the chief factor in trade. When we fully realize and improve our opportunities, then we should build up a great American city at Manila as the English have prosperous ports at Hongkong and Singapore, the Dutch at Batavia, and the French at Saigon.

Manila Bay opens on the South China Sea, which is teeming with the commerce of the Orient as the Great Lakes of America are busy with the trade of our interior. But more than that, there pass up and down through this sea, within hail as it were of Manila, the mighty fleet of ocean craft that crowd through the Suez Canal and pass Singapore to and from Europe and the far East. Formerly these vessels never thought of stopping at Manila or having regular connections. It was always Spain's policy to keep the Philippines in the background. They were enshrouded in mystery; and even at Hongkong, only 630 miles away, with her great trade of $250,000,000 per annum, there was no just appreciation of the opportunities in the Philippines.

The growing fleet of merchant vessels that ply between China and Australia are finding that Manila is on their direct route and are already stopping, both coming and going. The time must soon come when the majority of the steamers that cross the Pacific from our own shores will make Manila their terminal point instead of Hongkong or provide themselves with the cost of connections. Then there are unlimited possibilities for the development of coasting trade with Manila as the base and Yokohama, Kobe, Port Arthur, Chifu, Shanghai, Amoy, Hongkong, Saigon, Bangkok, Singapore, Batavia, Port Darwin and Sydney as objective points.

VAST NEIGHBORING OPPORTUNITIES

Moreover, in all the attention that we have been giving in recent years to Japan and China, we have overlooked the mighty opportunities of southern Asia and of the rich East Indian Archipelago, which is then route, as it were, upon growing Australia. Every one knows what a great future awaits the latter country. Just north of it, and our neighbors to the Philippines, are such countries, undeveloped, but possessing splendid resources, as Papua or New Guinea, Borneo, and Sumatra, any one of which is larger than Texas and California combined, and yet containing a very small population. They may be intended by a wise Providence for the overflow that must come some day from the continent of Asia. Only fifteen hundred miles to the southwest of Manila, and just below Borneo, is Java, commonly called the Garden of the East, where the Dutch have worked wonders. A more peaceful and prosperous land, taken as a whole, cannot be found in the wide world. This island, of the same area as Luzon, and yet not so resourceful, supports a population of over twenty millions and has a foreign trade that amounts to $200,000,000 per annum. How few people in America realize that Java is covered with a network of railways and has large, prosperous cities, whose harbors are frequented by the merchant vessels of all lands. Here we have a lesson as to the possibilities before us in the Philippines.

The occasional insurrections that occur in certain parts of Java and Sumatra are tolerated or allowed by the Dutch largely for the purpose of having a reason for maintaining an army and navy. It is a well-known fact in the Orient that Holland could end all possibilities of local wars there if the officers of her army and navy were so inclined.

Only 1,300 miles southwest from Manila is Singapore, Britain's proud gateway to the Orient, which has an annual commerce of

$150,000,000. Just north of Singapore are the protected Malay states, which again prove to us what we can do to the Philippines with the natives when we once establish peace, order, and good government. The Filipinos are a branch of the Malay race and closely akin to the people living in the Malay Peninsula, as well as to those in Java.

A little further to the north, at the head of the Gulf of Siam, is Bangkok, the prosperous capital of the progressive Kingdom of Siam. This is one of the unknown lands of the world, but yet one of the most interesting and resourceful. With a population of eight millions, it already has a foreign trade of $25,000,000, which will soon grow to five times that amount. With a king who now rules as one of the ablest statesmen of all Asia, and with material improvements and political reforms being made throughout his entire domain, Siam has a brilliant future before her.

Just across the South China Sea and east of Siam are the French possessions of Cambodia, Annam, and Tonkin, where even the French, who are not generally regarded as successful colonists, have established peace and prosperity among twenty millions of people and developed a foreign trade, despite their "closed door" methods, of $50,000,000 per annum. Its capital, Saigon, is a beautiful city—a little Paris in the Orient.

CHINA'S GREAT FIELD

Having now noted the importance of the environment of the Philippines on the south and west, which means so much for the future prosperity of the islands, in the same way that the prosperity of any American city or state depends largely on the surrounding states and cities, their populations and resources, let us now look to the north. The distance from the Philippine coast to China on the northwest is only six hundred miles. Formosa is barely more than four hundred miles away, and has to itself a great material future from which Japan hopes to reap a decided benefit.

Hongkong, which has always been the chief point of approach to the Philippines and is only six hundred and thirty miles from Manila, is a monument to British enterprise. Its annual trade exchange is now passing the $250,000,000 mark. The day I left there to return to America I counted over 60 merchant vessels loading and unloading in her harbor. We stand now looking upon the great empire of China, which affords America the most tempting field of trade expansion yet undeveloped in the world. Here is a vast land of four

million square miles, greater than all the United States, with a population commonly estimated at 350,000,000, or five times that of the United States, and which has only 450 miles of railways. This one point, to me, is a complete description in itself of her possibilities. It is difficult to imagine the extent of the material development that must follow the early construction of extensive trunk and branch lines of railway. There is crying need now for 25,000 miles of railroads, which means a safe investment, including what goes with such construction, of $500,000,000.

To impress upon you further China's possibilities, let us look at what may be the limits of her trade when once she has a good government established and her interior is opened up. We will obtain our conclusions by comparison with Japan. Japan, which under ordinary conditions would not have a greater buying and selling capacity than China, has built up in twenty years a foreign trade from $50,000,000 to $240,000,000. The present population of Japan is forty millions, giving a trade of $6 *per capita*. Now, let us apply that rate of $6 to a most conservative estimate of China's population, two hundred and fifty million, and we have a possible annual trade of $1,500,000,000. If you divide this in half for the imports, you have $750,000,000. If you look over the list of Chinese imports, you will find that two-thirds of them can be supplied by the United States if she will enter into earnest competition with other countries. Already we have shown what we can do by developing in northern China within a few years an annual trade of $10,000,000 in manufactured cotton goods, and in southern China of $5,000,000 in flour. In both lines our sales were inconsiderable ten years ago.

If any one says that China has not a great buying and selling capacity when she is opened up, he must remember the experience of the Yangtze Valley. Some forty years ago one or two ships and $500,000 represented the trade of that mighty stream. Today you can go up the Yangtze 600 miles, from Shanghai to Hankow, in finer steamers than those plying between New York and Albany, and the annual trade of the river is estimated at nearly $75,000,000. From this you can conceive what must come when the vast interior sections of China are covered with railways, and the same development follows that has characterized the Yangtze River. It is not discouraging that Chinese trade is now only $500,000,000 a year, or $1 per head. It rather shows what great opportunities remain yet to be

developed by the United States and other lands. That same argument might have been advanced against Japan twenty years ago.

In the limits of time at my disposal I cannot discuss Japan specifically beyond saying that there never was a time in the history of our relations when we were closer to that country in commerce and trade than now. Korea is just opening to us, and is providing fields of exploitation which we must not neglect. In Russian territory to the north there are also opportunities which we must fully realize in considering the value of Oriental trade. Already we are doing much there which is encouraging for the future.

Before closing my references to China I cannot refrain from emphasizing the importance of our government's efforts to maintain the "open door" of trade and preserve the integrity of the Chinese Empire. The "open door" simply means that we shall have the same rights of commerce throughout all China as are possessed by any other country and as guaranteed by the treaties. We have everything to lose and nothing to gain by the division of the Chinese Empire. Now, we can look forward to controlling the larger portion of her trade in successful competition with other nations; but if China is divided or the door is closed, whatever country has the predominant influence in a certain portion of China will establish such regulations, directly or indirectly, as will prevent our exports from competing successfully with its own.

MATERIAL VALUE OF PHILIPPINES

Now, what shall we say of the Philippines themselves in their material aspects? We have already shown their geographical, strategical, and commercial relations to the rest of the Orient. Under depressing Spanish influences there was developed in the Philippines an annual trade of $[illegible]. Under American control and with American enterprise and capital this surely must be enlarged within the next ten years to $[illegible]. If the British, Dutch, French, and other nationalities have been successful in accomplishing the results already shown in dependencies less resourceful than the Philippines, it is a confession of weakness if we cannot outstrip them in this work. The Philippines are blessed with an unusual number of great staple products, of whose possibilities I took careful note as I traveled through the islands. Chief among these are hemp, tobacco, sugar, copra or the dried meat of the cocoanut, and rice. The raising of and the trade in these staples have been developed to their present

states with practically the same methods and conditions as existed many years ago. New methods and additional capital will quadruple the output and bring so much more wealth to the country. The lesser products of the country include coffee, cotton, cocoanut, vanilla, pepper and other spices, indigo, and a great variety of fruits characteristic of the tropics. There are sections where Indian corn thrives, while strawberries and blackberries have been grown with success in the northern plateaux. There are, of course, many other products of the soil, but here I am only calling attention to the principal ones which attracted my eye in passing. The tobacco is grown in the northern section of Luzon, in the valley of the Cagayan River; rice in the provinces between Manila and Dagupan, in the center of Luzon, and hemp in the southeastern portion of Luzon. In the Visayan Islands, as well as in parts of Mindanao, sugar is the chief product, while the pearls that please the vain world come from the Sulu group. Thus it will be seen that the products of the Islands are well distributed throughout their entire extent.

The wealth in minerals and metals is not fully known yet, but there are sufficient indications to enable us to conclude that their resources in these lines will be worth careful development. There are numerous outcroppings of coal and iron ore, with indications of copper, lead ore, tin, and platinum; also there are found sulphur, mercury, alabaster, jasper, and amethyst. The more precious product of gold undoubtedly exists in paying quantities, while there are some favorable signs of silver.

On the extensive ranges of mountains in Luzon and in Mindoro and Mindanao are to be found forests of most valuable woods. The variety is surprising. It includes everything from soft pulp and bamboo to ebony and ironwood. There is abundant material on the one hand for furniture and cabinets, and on the other for ship-building and heavy house construction.

LAND CONFIGURATION AND AREA

As I traveled from Aparri, on the north end of Luzon, south through that island, thence through the Visayan group, down to Zamboanga, in Mindanao, I was impressed everywhere by the marvelous intermingling of well-watered, extensive valleys with broad, fertile plateaux and high forested mountains. The configuration of the land impresses the traveler as being suited not only for unlimited cultivation, but for the support of a great population. The number of rivers and lakes

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[illegible] throughout the entire length of the islands are lofty mountains, on the higher slopes of which one can reach at any time of the year an atmosphere that is practically temperate and always most refreshing and invigorating. Within a short distance of Manila are mountains which can be utilized for hotels and barracks, where our government officials, officers and soldiers can seek for change and rest during the brief period which is oppressively hot. As soon as [illegible] are established between Manila and such points, it will be surprising to witness the effect upon the foreign inhabitants. What an army experiences in the severe tests of warfare in the tropics is not a fair measure of the conditions of ordinary life. No one, I presume, would contend that the tropics are a [illegible] places for men who occupy managing or directing positions. The natives and the Chinese will provide the ordinary day laborer in abundance.

THE PEOPLE OF THE ISLANDS

Of the people who inhabit the Philippine Islands I can say, after extended association with them, that their good qualities far outweigh their bad qualities. When they are not misled or misguided by ambitious leaders in regard to [illegible] the American purpose, they will become peaceful subjects of our government. When order is fully established, there will be little or no spirit of insurrection manifesting itself, except where now and then, as in any land, some headstrong, irresponsible leader may endeavor to resist the government. The majority of the Filipinos are far above the level of savages or barbarians and possess a considerable degree of civilization. It is true [illegible] and government. It is my honest opinion that [illegible] to develop there [illegible] degree of [illegible] the interior provinces and towns and gradually [illegible] form of self-government something like that of [illegible] American [illegible] of years [illegible] and among them there are [illegible] comparable poets.

The [illegible] appointed by President McKinley, consisting of President Schurman, [illegible] Worcester, [illegible]

labors and for the wisdom of their report. If the methods they [illegible]

[illegible]

AGUINALDO AND HIS POWER

Of Aguinaldo I can say that he is undoubtedly a man of much executive capacity. He has also a degree of personal magnetism [illegible] successful leader of his people. He does not, however, impress one [illegible]

He dresses with remarkable taste and neatness and makes a favorable impression on those who meet him, but he does not inspire confidence among foreigners. Were temptations to personal power removed from him, I believe that he would be a greater influence for [illegible] comrades, relatives and friends. Having known him first at Hongkong before he returned to the Philippines, and later at Cavite, Bakoor, and Malolos, I speak from extended acquaintance in which I was able to note carefully his characteristics. Having been familiar with what passed between him and Admiral Dewey, and having discussed the matter repeatedly with both of them, I can say in utmost frankness and honesty that Admiral Dewey never by written or spoken word gave Aguinaldo any assurance whatsoever of independence. He simply and only treated him as a friend [illegible] common enemy. Aguinaldo, however, in his natural shrewdness saw the importance to impress upon his people the fact that he was supported by the American government, and so [illegible] otherwise would have found it difficult to secure the general support of [illegible] army. This fact was [illegible] impressed upon me by the Filipino leaders who were not entirely in sympathy with Aguinaldo but [illegible] his methods and plans.

When men declare that we are denying independence to the Filipinos, or are establishing a government without the consent of the governed, they must bear in mind, first, that Aguinaldo's government was established and maintained only by the use of force, that he organized an army and sent garrisons to all important points from Aparri on the north to Zamboanga on the south, [illegible] own arms, [illegible] compelled [illegible] to accept [illegible]

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THE CAPE NOME GOLD DISTRICT

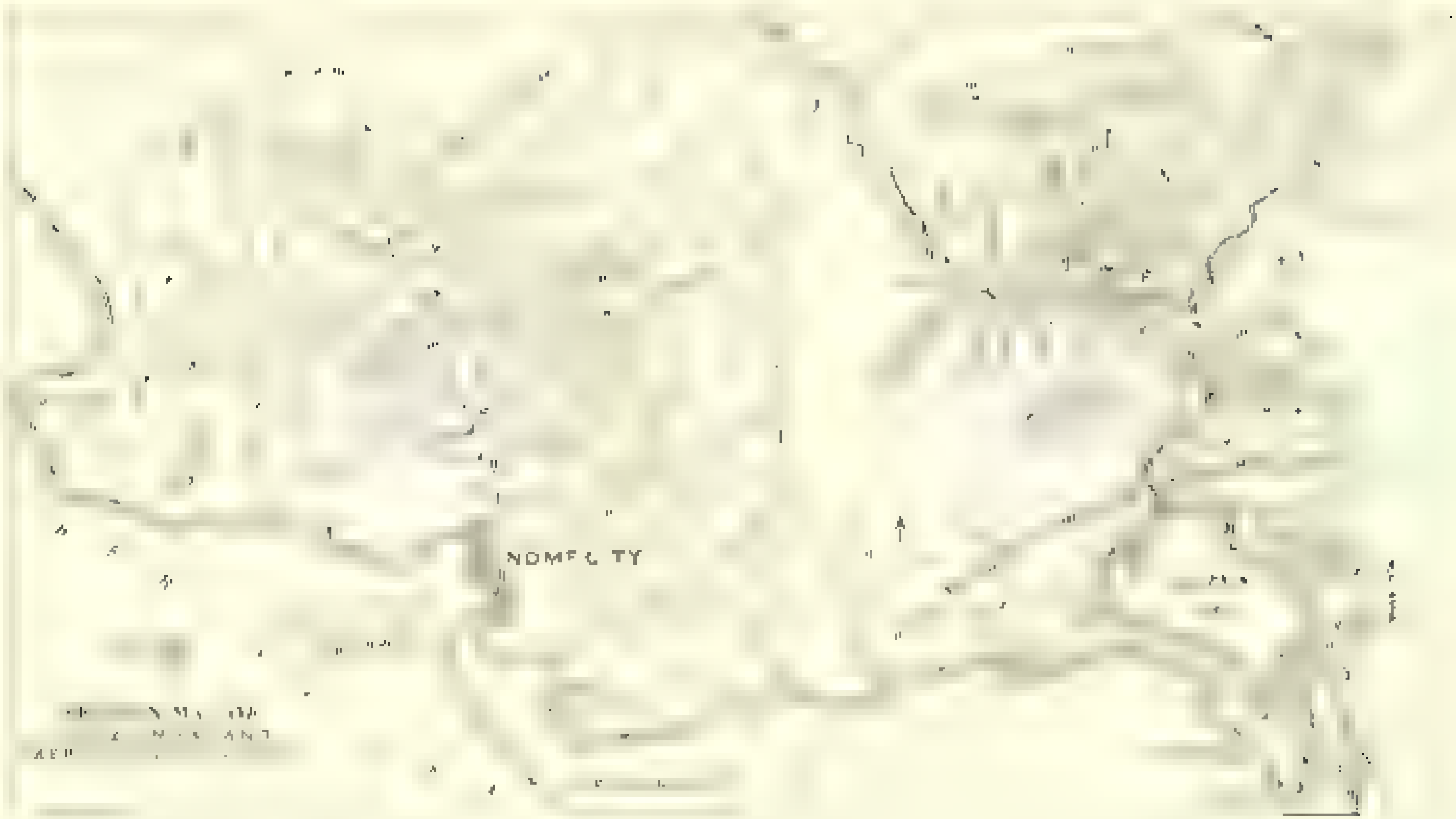
By F. C. SCHRADER

United States Geological Survey

[illegible] St. Michael late in September, 1898, at the end of the field-season's work in the Yukon country, we found that one [illegible] had been discovered before. Although [illegible] steamship Portland [illegible] weekly [illegible] was [illegible] by reporting to Nome [illegible] the [illegible] and [illegible] would [illegible].

[illegible] Nome [illegible] the [illegible] Mr. [illegible] Mr. [illegible] Anvil Creek.

[illegible] Nome [illegible] of Alaska [illegible] of Nome [illegible] peninsula, [illegible] west [illegible] between Kotzebue and Norton Sound [illegible] Seward Peninsula [illegible] Western [illegible] Cape Prince of Wales. [illegible] of the American [illegible] which [illegible] Anvil Creek [illegible] Nome [illegible] known [illegible] Alaska [illegible] Cape Nome. The


NOME CITY

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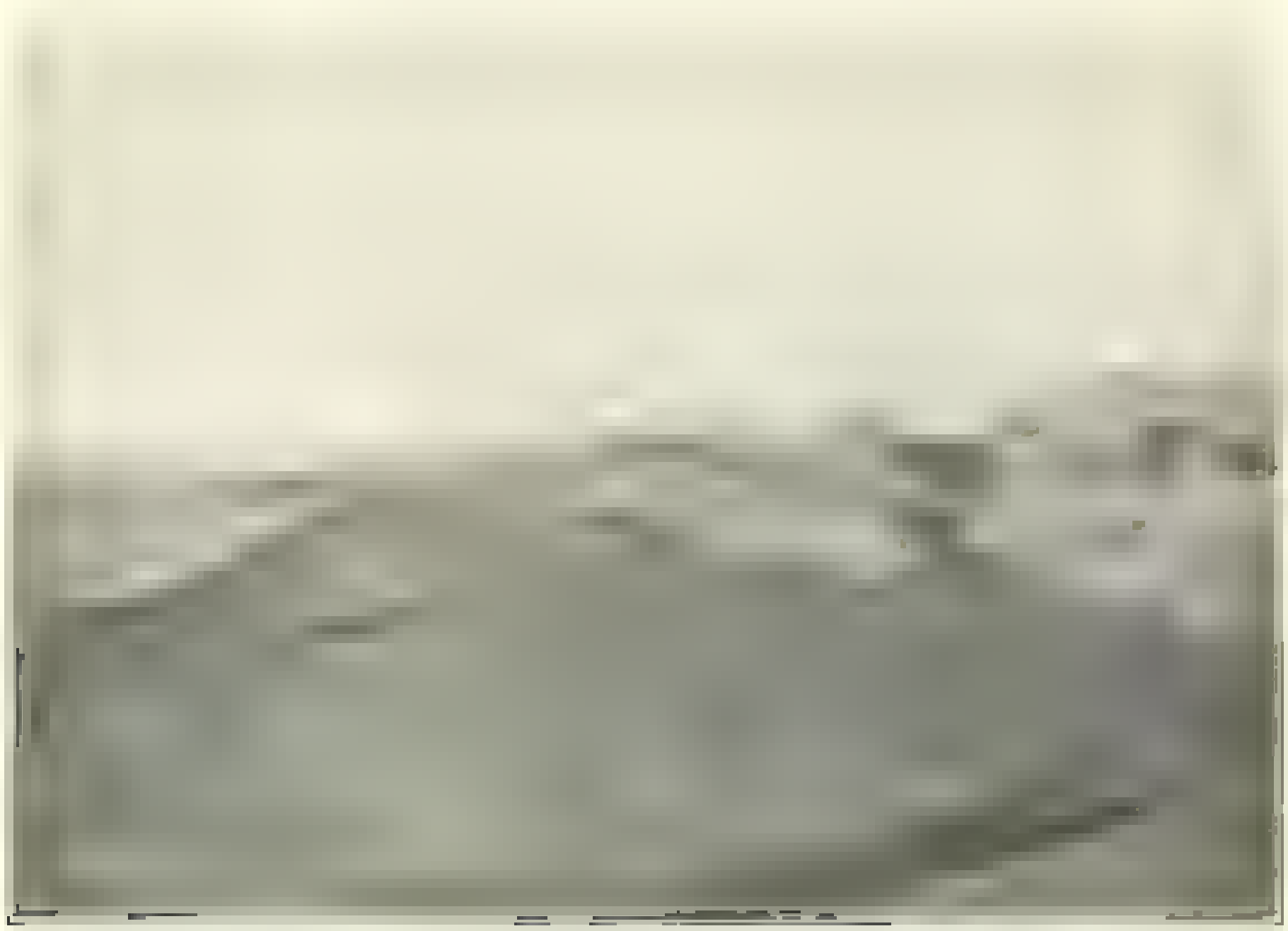

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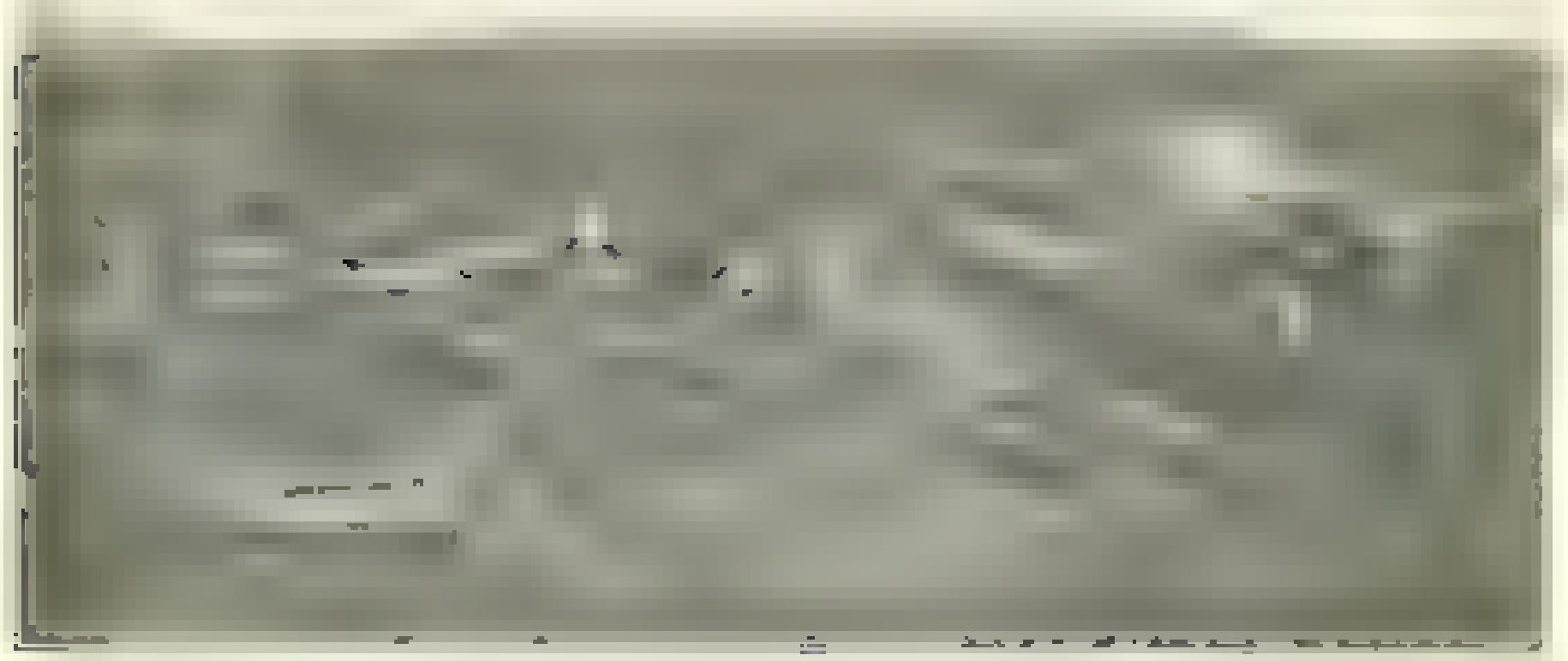

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[illegible] NEW PROSPECTS [illegible] AND THE [illegible] INTEREST [illegible] ARE FACTORS

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[illegible]

D. P. [illegible]

THE TOTAL ECLIPSE OF THE SUN MAY 28, 1900

[illegible]

[illegible] interest at one place [illegible] the [illegible] should find [illegible] to an [illegible] of a grand parade of [illegible] may be [illegible]. The fact that [illegible] places of the earth, is [illegible] make the [illegible] in the United States.

The U. S. Weather Bureau has been conducting a cloud survey of the region near the track during the seasons of 1897, 1898, and 1899 with the object of determining the localities which have the least [illegible] to cloudiness at that time of the year. The results show that near the Atlantic coast [illegible] North Carolina the prevailing [illegible] at the [illegible] hour of the eclipse, 8 a.m. to 9 a.m., [illegible] per cent. In the states of Georgia and Alabama [illegible] less than 20 per cent. Near the Gulf of Mexico, in Mississippi and [illegible] more than 30 per cent. [illegible] that the chances [illegible] are [illegible] twice as good [illegible] Georgia and Alabama [illegible] the southern end of the Appalachian system as near the coast [illegible]. Unfortunately the duration of the totality [illegible] the central line decreases from [illegible] seconds at New Orleans, [illegible] near Norfolk, Va., [illegible] stations as near the Atlantic coast as possible in order to secure the longest [illegible] the [illegible] are greatest, there [illegible] selecting the sites of the observing stations.

F. H. [illegible]

THE CENSUS OF 1900

By [illegible] H. W[illegible]

[illegible]

The [illegible] of the American people as [illegible] because of the magnitude of the [illegible] and the extent of territory which it covers. The [illegible] census are very few and very [illegible]. The whole subject [illegible] itself into two parts, [illegible] connected

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GEOGRAPHIC NOMENCLATURE

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GEOGRAPHIC LITERATURE

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[illegible]

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[illegible]

190

To the Secretary, National Geographic Society,
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